

919 / 926 2301

Dear Jeep Corp.,

In 1983 I purchased a new 1983 Jeep Cherokee from Cross Country Motors in Wilson, NC. I have been extremely satisfied with this vehicle, and with the people at Cross Country Motors. They have been real nice.

On Monday, Oct 13, 1986 my Cherokee caught on fire. The motor had recently started blowing oil out around the valve cover gasket. A local mechanic said the motor (a 6-cyl) had developed base compression and this was forcing the oil out around the valve cover.

~~On~~ On Monday, I was taking my Cherokee to this mechanic's house to get it worked on, and I saw two friends fishing on the side of the road so I stopped to talk to them. One of my friends saw the truck start smoking while we talked and said he would dip up a bucket full of water and to raise my hood so I ran to it.

The Cherokee and pulled on the hood latch and it would not budge. I pulled harder until finally the latch handle broke in my ~~hand~~ hand. So the fire kept getting worse and we could not get to it under the hood to put it out. We ~~tho~~ threw buckets of water into the front grille, and on the hood, and up the ~~to~~ fender wells, and up under the truck as best as we could to try and get water to the fire because the hood latch ~~was~~ was stuck. One of my friends had left to ~~to~~ find a fire extinguisher. He returned with the fire extinguisher ~~and~~ an axe. Using the axe and my tire tool in my Cherokee we ~~to~~ pryed the hood open and finally put out the fire. There was considerable damage.

The reason I am writing to tell you this, is because I think there is a problem with the way ~~the~~ the hood cable is routed from the ~~latch~~ <sup>latch</sup> handle in the truck to

001118

to write and tell you about  
this, so ~~so~~ maybe the next  
fellow can be spared a little grief  
Thank you for reading this letter

Sam Murray

001149

To AMC Operator:

Please send the message below subject to AMC policy:

**DOMESTIC**☒ AMC Teletype System☐ Domestic Telex: - \_\_\_\_\_☐ Domestic TWX: - \_\_\_\_\_☐ Domestic Telegram \_\_\_\_\_☐ Mailgram (Overnight Service)**INTERNATIONAL**☐ International Telex: # \_\_\_\_\_☐ International Telegram: \_\_\_\_\_☐ FR = Full Rate☐ LT = Overnight Service

Department Charge Number: ( 1143 )

Time Filed: \_\_\_\_\_ Date: 3/6/84

Name: DARRELL LONG - DALLAS ZONE COPIES:

Firm-Name/Cable Code:

Street Address:

City/State/Country:

REGARDING YOUR TELEPHONE REPORT THAT OWNER IRA LOFTIN OF  
CANYON, TEXAS 1984 CJ-7 JCCF87E4ET029744, DELIVERY  
DATE 11/24/83, MILEAGE DATE OF FIRE WEEK OF 2/20/84.  
ALL FIRE DAMAGE IN ENCL. AREA SEEMS TO BE RELATED TO SEVERE  
ENGINE OIL LEAK AT REAR OF ENGINE DISCOVERED BY YOUR INSPECTION.  
DAMAGE CONFINED TO ENGINE COMPARTMENT AND ADJACENT SHEET METAL.  
WE CONCUR WITH YOUR PLAN TO ASSUME RESPONSIBILITY FOR DAMAGE  
ESTIMATED AT \$4,033.

*Harry Allen*  
HARRY ALLEN  
OWNER SERVICES  
/pec

001150

CERTIFIED MAIL  
RETURN RECEIPT REQUESTED

Mr. Donald Weir  
LTV Missiles and Electronics Group  
AM General Division  
P.O. Box 3330  
Livonia, MI 48151-3330

NEF-123tr  
EA88-009

Dear Mr. Weir:

The National Highway Traffic Safety Administration (NHTSA) conducts investigations of potential safety defects in motor vehicles and equipment. This function is performed under the authority of Sections 112 and 152 of the National Traffic and Motor Vehicle Safety Act (the Act), which provides for safety defect notification and recall campaigns by manufacturers to reduce accidents, injuries, and deaths.

This office is currently investigating, under action EA88-009, engine compartment fires in 1980 through 1985 AMC vehicles equipped with non-metallic valve covers and all engines produced by AMC between June 1, 1980 and June 1, 1985, equipped with non-metallic valve covers. Information received by this office indicates that AM General utilized the AMC 258 CID six-cylinder engine in AM General's FJ-8C 1/2 Ton Delivery Van. For purposes of this information request, the following terms are defined unless otherwise described:

- o Subject vehicles: all 1980 through 1986 AM General vehicles equipped with the AMC 258 CID engine.
- o AM General: all the personnel and files of the LTV Missiles and Electronics Group's AM General Division including all field personnel
- o Alleged defect: shall refer to engine compartment fires.

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In order for my staff to evaluate the alleged defect, certain information is required. Pursuant to Sections 108 and 112 of the Act, please provide numbered responses to the following items. Please repeat each item verbatim before the response. If you cannot answer any specific question, please state the reason.

1. Furnish the total number of the subject vehicles AM General has sold in the United States by model weight rating, and model year.
2. Furnish the number and copies of all owner complaints, field reports, service and technical bulletins, studies, analyses, surveys, or investigations from all sources, either received or authorized by AM General or of which AM General is aware, pertaining to the alleged defect. This should include any information pertaining to communications between AM General and AMC, Renault, Chrysler or the U.S. Postal Service.
3. Identify and describe all accidents, subrogation claims, or lawsuits known to AM General pertaining to the alleged defect (where AM General is or was a defendant or codefendant). Provide AM General's analysis of each item, clearly identifying the vehicle (model model year and VIN), the vehicle owner, and any injuries or property damage which may have occurred.
4. Identify and describe all modifications or changes that could relate to the alleged defect in the subject vehicles. The following information must be included for each modification or change:
  - a. the reason for the modification or change;
  - b. a description of the modification or change;
  - c. the approximate calendar date on which the modification or change was incorporated into production; and
  - d. state whether the modified or changed components could be interchanged with earlier production components.
5. Furnish the number of warranty claims related to the alleged defect on the subject vehicles by model, model year, calendar month, and problem code. Each problem claim code must be identified.
6. Provide the name, address, and telephone number of any and all fleets, companies, private individuals, etc., of which AM General is aware, which purchased, leased, obtained, etc. 20 or more of the subject vehicles. For each concern, furnish the number of vehicles broken down by model weight rating, and model year.
7. Furnish AM General's assessment of the alleged defect in the subject vehicles.

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It is important that AM General respond to this letter on time. This letter is being sent pursuant to Section 112 of the Act, which authorizes this agency to conduct any investigation which may be necessary to enforce Title I of the Act. Your failure to respond promptly and fully to this letter may be construed as a violation of Section 108(a)(1)(B) of the Act.

Your written response, in triplicate, referencing the identification codes in the upper right hand corner of page 1 of this letter, must be submitted to this office within 20 working days from your receipt of this letter. If you find that you cannot respond within the allotted time, with all the requested information, you must request an extension from the Director, Office of Defects Investigation, no later than 5 working days prior to the due date. A telephone request for an extension may be made to the Director at (202) 366-2850, but it must be confirmed in writing.

If any portion of your response is considered confidential information, include all such material in a separate enclosure marked confidential. In addition, you must submit a copy of all such confidential material directly to the Chief Counsel of NHTSA and comply with all other requirements of 49 CFR Part 512, Confidential Business Information.

If you have any technical questions concerning this matter, please contact Mr. Richard Reed of my staff at (202) 366-5212.

Sincerely,

*Original signed by  
Michael B. Brownlee*

Michael B. Brownlee, Director  
Office of Defects Investigation  
Enforcement

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CERTIFIED MAIL  
RETURN RECEIPT REQUESTED

Mr. William R. Kittle  
Director, Vehicle Safety and Emissions  
Chrysler Corporation  
P.O. Box 1919  
Detroit, MI 48288

NEF-123rt  
EA88-009

Dear Mr. Kittle:

Non-metallic valve cover failures which allegedly result in engine compartment fires in certain 1980 through 1985 American Motors vehicles have been under investigation by the National Highway Traffic Safety Administration (NHTSA) since November 1983. During that period, we have reviewed owner complaints, fire investigator reports, technical publications concerning the design and performance of seals, and your reply to our inquiry. We have inspected subject vehicles and engines, and interviewed several subject vehicle owners concerning the valve cover failure. We believe that the information now available indicates that the Chrysler Motor Company (Chrysler) should initiate a voluntary recall of certain 1981 through 1985 American Motors vehicles equipped with the 258 CID engine to correct the valve cover problem.

We are aware of at least 419 reports alleging valve cover malfunction or failure. Of these, 70 reports indicated that the alleged valve cover failure resulted in an engine compartment fire, while 141 reports indicate that an engine compartment fire occurred in the AMC six-cylinder engine without identifying the valve cover as the source. Chrysler in its response of January 19, 1988, indicated having 71,779 warranty claims attributed to rocker cover leaks in 1981 through 1985 American Motors vehicles equipped with the 258 CID engine. Chrysler also presented parts sales data which indicated an across-the-board valve cover replacement rate for all 1981 through 1985 258 CID engines of approximately 31 percent.

AMC's ENGINE DEVELOPMENT REPORT, dated February 10, 1981, stated that production was experiencing a 20 percent oil leakage rate around the rocker covers. To correct this problem, the molding temperature for the valve cover was increased from 140°F to 200°F minimum. This reduced

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the maximum deflection at the rear of the cover from 0.0050 inches to 0.0030 inches. In addition, the cover was modified to include a 0.030 inch step. The report stated that this action would allow more sealant to be available to stretch with the cover after torquing. The failure rate then decreased from 20 percent to less than 0.8 percent.

In February 1982, "prompted by numerous reports of 6-cylinder rocker covers melting" AMC's Engine Development Group conducted tests to determine the cause of rocker arm cover melting. The test report stated that the problem occurred more frequently on 1982 model vehicles than on 1981 model vehicles, and "most of the covers were melted in the area of the center head bolt, along the cover flange, next to the exhaust manifold." Testing was performed on a single engine using a dynamometer with additional testing performed using a special cylinder head and exhaust manifold. The stated conclusion was that "cover melting could only be achieved when engine was operated with low coolant." It was noted that "had the engine been operated under load, or subject to underhood temperatures, higher temperatures may have encountered much sooner, resulting in additional cover melting."

Between June 1981 and April 1983, AMC issued three Technical Service Bulletins related to proper and improper valve cover sealing procedures.

Chrysler-AMC has introduced a modified non-metallic valve cover for vehicles equipped with the 258 CID engine at least four times: in February 1981, November 1984, and May 1986. The design change of November 1984 increased the number of fasteners attaching the valve cover to the cylinder head from two to seven. The two May 1986 changes included a change in material to reduce "warping with the I-6 cover at the flange between bolt holes," the addition of washers and metal inserts to the bolt locations to eliminate torque loss while creating a 0.020 inch sealant gap, and the use of a pre-formed RTV instead of a formed-in-place gasket. These latest design changes appear to be in harmony with current engineering practices as discussed in SAE Papers 860626: Lateral Joint Movement Capability - The Key to Durable Formed-In-Place Gasketing and 860494: Effects of Engine Oils on Silicone Oil Seal Material.

Chrysler's January 19, 1988, response stated "With regard to the Postal Service 1984 model year AM General vehicles equipped with the 4.2 liter, 6-cylinder engine, Chrysler offered to provide replacement valve cover kits for retrofit of the entire fleet. AM General accepted our offer and contacted the Postal Service to arrange details of the parts distribution and installation. This action should resolve the Postal Service's concern regarding valve cover leakage on these vehicles." All of the information which the Office of Defects Investigation has received to date clearly indicates that the Postal Service's concern regarding valve cover

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leakage was with respect to engine compartment fires or the potential for fires. Chrysler's November 11, 1987, report CONTACT REPORT OF USPS indicates that a Chrysler representative visited the Postal Service and that the purpose of the trip was to resolve the "Problem [of] engine compartment fires on U.S. Postal Service FJ-8C vehicles." The report states that "this item [oil leak from valve cover igniting on exhaust manifold] accounted for 68 percent of the above total [fire incidents] (47)." and recommends that the "fleet should be retrofitted with new valve cover kit." Chrysler's decision to replace all of the valve covers on applicable Postal Service vehicles free of charge could be interpreted to be a "safety-related defect recall."

The information and reports received by this office demonstrate that there is a continuing risk of valve cover failure involving certain 1981 through 1985 model year AMC vehicles equipped with the 258 CID engine and 1981 through 1985 AMC produced 258 CID engines. We request that you initiate a voluntary safety recall concerning this matter.

If Chrysler determines not to undertake the requested recall action, state the reasons for this decision in detail and furnish any additional analysis of the problem to this office. If Chrysler fails to provide substantive new information or fails to initiate a voluntary safety recall, I may recommend that a formal defect investigation be opened. This includes issuing a press release describing the alleged defect and the reasons for the investigation.

Our recommendation to conduct a safety recall does not reflect a formal conclusion by the agency with respect to the evidence. Also, our recommendation should not be confused with initial or final determinations of a safety defect pursuant to 15 U.S.C. 1412 or recall orders that are issued by the agency after a final determination of a safety defect.

Enclosed for your information are copies of 14 additional reports we have received.

It is important that you respond to this letter on time. This letter is being sent pursuant to Section 112 of the Act, which authorizes this agency to conduct any investigation which may be necessary to enforce Title I of the Act. Your failure to respond promptly and fully to this letter may be construed as a violation of Section 108(a)(1)(B) of the Act.

Your written response, in triplicate, referencing the identification codes in the upper right hand corner of page 1 of this letter, must be submitted to this office within 10 working days from your receipt of this letter. If you find that you cannot respond within the allotted time, with all the requested information, you must request an extension from the Director, Office of Defects Investigation, no later than 5 working days prior to the due date. A telephone request for an extension may be made to the Director at (202) 366-2850, but it must be confirmed in writing.

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If any portion of your response is considered confidential information, include all such material in a separate enclosure marked confidential. In addition, you must submit a copy of all such confidential material directly to the Chief Counsel of NHTSA and comply with all other requirements of 49 CFR Part 512, Confidential Business Information.

If you have any technical questions concerning this matter, please contact Mr. Richard Reed of my staff at (202) 366-4806.

Sincerely,

Original signed by  
Michael B. Brownlee

Michael B. Brownlee, Director  
Office of Defects Investigation  
Enforcement

Enclosures:

001157

reed

Form Approved: 1-54, B. No. 2127-0008

AUTO SAFETY HOTLINE		FOR AGENCY USE ONLY	
US Department of Transportation National Highway Traffic Safety Administration		VEHICLE OWNER'S QUESTIONNAIRE	REFERENCE NO.
NATION DC ME		DATE RECEIVED	
309277		EA 88-009	
OWNER INFORMATION (TYPE OR PRINT)			
LAST NAME BACKER		FIRST NAME & MIDDLE INITIAL THERESA M.	
STREET ADDRESS 6 WOODMERE DR.		TELEPHONE NO. (Area Code) Work Home (516) 231-1554	
CITY MASTIC BEACH		STATE N.Y.	
SIGNATURE OF OWNER Theresa M. Backer		ZIP CODE 11951	
DATE 1-18-88			
VEHICLE INFORMATION			
VEHICLE IDENTIFICATION NO. 1JJCIE87A30T024789		VEHICLE MAKE & MODEL CJ7 RENEGADE	
MODEL YEAR 1983			
* LOCATED AT BOTTOM OF WINDSHIELD ON DRIVER'S SIDE			
CURRENT ODOMETER READING 63472		DATE PURCHASED Oct. 1983	
DEALER'S NAME, CITY, & STATE Patchogue, N.Y. Rt. 112		ENGINE SIZE (CID/CC/LI) 6	
NO. CYLINDERS 6		TURBO NO	
TRANSMISSION TYPE <input checked="" type="checkbox"/> MANUAL <input type="checkbox"/> AUTOMATIC		CRUISE CONTROL <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO	
POWER STEERING <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO		POWER BRAKES <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO	
AIR CONDITIONED <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO		BODY STYLE STAVAG 4 DR	
HATCH BK <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO		HATCH BK VAN X UP TRK OTHER	
FAILED COMPONENT(S)/PART(S) INFORMATION (REPORT TIRE INFORMATION ON BACK)			
COMPONENT/PART NAME(S) Engine		LOCATION <input checked="" type="checkbox"/> Left <input type="checkbox"/> Right <input checked="" type="checkbox"/> Front <input type="checkbox"/> Rear	
NO. OF FAILURES 1		DATE(S) OF FAILURE(S) 1-9-88	
MILEAGE(S) AT FAILURE(S) 63472		MANUFACTURER CONTACTED <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO	
VEHICLE SPEED AT FAILURE(S) 0 Car was off.		NHTSA PREVIOUSLY CONTACTED <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO	
APPLICABLE ACCIDENT INFORMATION			
ACCIDENT <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO		FIRE <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO	
NUMBER PERSONS INJURED 0		NUMBER OF FATALITIES 0	
PROPERTY DAMAGE (Est.) \$10,200.00		POLICE REPORT FILED <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO	
NARRATIVE DESCRIPTION OF FAILURE(S), ACCIDENT(S), INJURY(IES)			
<p>On 1-9-88 I drove my 1983 CJ7 Renegade from my house at 6 Woodmere Dr. Mastic Beach, N.Y. 11951 to Suffolk Community College Selden Campus. It was approximately 15 miles. I made no extra stops, nor did break any traffic laws, such as speeding, to get there. When I arrived I parked my car in the lot. I entered the building to take a test for the Suffolk County Police Department. I did not notice any thing unusual about my Jeep. I was</p>			
CONTINUATION BACK IF NEEDED			
The Pres. - Act of 1974 Public Law 93-579			
This information is requested pursuant to authority vested in the National Highway Traffic Safety Act and subsequent amendments. You are under no obligation to respond to this questionnaire. Your response may be used to assist the NHTSA in determining whether a manufacturer should take appropriate action to correct a safety defect. If the NHTSA proceeds with administrative enforcement or litigation against a manufacturer, your response, or a statistical summary thereof, may be used in support of the agency's action.			

Fold to show (Return Address (no stamp needed) Fasten with tape or staple and mail

TIRE IDENTIFICATION NO.										INFORMATION ON TIRE FAILURE(S) (IF APPLICABLE)										
D	O	T										MANUFACTURER/TIRE NAME								SIZE
<p>The identification number consists of 7 to 10 letters and numerals following the letters DOT. is usually located near the rim flange on the side opposite the whitewall or on either side of a blackwall tire.</p>																				
NARRATIVE DESCRIPTION (CONTINUED)																				

in the building approximately 10-15 minutes when someone ran in the room and said a Red Jeep was on fire. I looked out the window only to be horrified to see it was my car. At that time I grabbed a fire extinguisher and headed for the parking lot. By the time I arrived the vehicle was fully engulfed. The fire department arrived and proceeded to extinguish the fire. The car was totalled. Fiberglass top, seats, windows, etc... were all destroyed. The police checked the car and confirmed that there was no foul play. The car was then towed to a auto body shop, in Selden, of which it still is today. The car has not been touched since the towing

U.S. Department  
of Transportation  
National Highway  
Traffic Safety  
Administration

400 Seventh St., S.W.  
Washington, D.C. 20590

Official Business  
Penalty for Private Use \$300

DEFENSE  
SYSTEMS



NO POSTAGE  
NECESSARY  
IF MAILED  
IN THE  
UNITED STATES

**BUSINESS REPLY MAIL**

FIRST CLASS PERMIT NO. 73173 WASHINGTON, D.C.

POSTAGE WILL BE PAID BY NAT'L HWY TRAFFIC SAFETY ADMIN.

U.S. Department of Transportation  
National Highway Traffic Safety Administration  
Auto Safety Hotline, NEH-11-HL  
200 7th Street, SW  
Washington, DC 20590

001159

MAKING A DIFFERENCE  
ANNIVERSARY  
PEACE CORPS

2 AUTO SAFETY QUESTIONNAIRE		FOR AGENCY USE ONLY	
VEHICLE OWNER'S QUESTIONNAIRE		REFERENCE NO.	DATE RECEIVED
NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION NATIONWIDE 1-800-424-6383 DC METRO AREA 366-6123		307814	
OWNER INFORMATION (TYPE OR PRINT)			
LAST NAME <b>CLEVELAND</b>		FIRST NAME & MIDDLE INITIAL <b>PAUL M</b>	TELEPHONE NO. (Area Code) Work (574) 474-6825 Home (574) 765-8057
STREET ADDRESS <b>8 Waterford Ave</b>		CITY <b>Luthan</b>	STATE <b>NY</b> ZIP CODE <b>12110</b>
SIGNATURE OF OWNER <i>Paul M. Cleveland</i>		DATE <b>3/4/89</b>	
VEHICLE INFORMATION			
VEHICLE IDENTIFICATION NO. <b>1JCKCM37E1E70200122</b>		VEHICLE MAKE & MODEL <b>Jeep CJ 7 ILLEGIBLE</b>	MODEL YEAR <b>1984</b>
* LOCATED AT BOTTOM OF WINDSHIELD ON DRIVER'S SIDE			
CURRENT ODOMETER READING <b>048000</b>	DATE PURCHASED <b>10/22/83</b>	DEALER'S NAME, CITY, & STATE <b>Langan Porsche, And Inc Schenectady, N.Y.</b>	ENGINE SIZE (CID/CC/L) NO. CYLINDERS <b>250ci 6</b>
<input checked="" type="checkbox"/> NEW <input type="checkbox"/> USED			<input type="checkbox"/> TURBO <input type="checkbox"/> DIESEL <input type="checkbox"/> GAS <input type="checkbox"/> FUEL INJECTED
TRANSMISSION TYPE <input checked="" type="checkbox"/> MANUAL <input type="checkbox"/> AUTOMATIC <input type="checkbox"/> 3 <input checked="" type="checkbox"/> 4 <input type="checkbox"/> 5 (Speed)	CRUISE CONTROL <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	POWER STEERING <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	POWER BRAKES <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
AIR CONDITIONED <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	BODY STYLE <input type="checkbox"/> 2 DR <input checked="" type="checkbox"/> 4 DR	WATCH BK <input type="checkbox"/> ORIGINAL <input checked="" type="checkbox"/> REPLACEMENT	
FAILED COMPONENT(S)/PART(S) INFORMATION (REPORT TYPE INFORMATION ON BACK)			
COMPONENT/PART NAME(S) <b>1) Valve Cover 2) Excessive Internal Bearing Wear</b>		LOCATION <input type="checkbox"/> Left <input type="checkbox"/> Right <input type="checkbox"/> Front <input type="checkbox"/> Rear	FAILED PART(S) <input type="checkbox"/> ORIGINAL <input type="checkbox"/> REPLACEMENT
NO. OF FAILURES <b>Valve Cover - 5</b> <b>Other - 1 ea.</b>	DATE(S) OF FAILURE(S) <b>10/24/83, 10/19/84, 7/10/85</b> MILEAGE(S) AT FAILURE(S) <b>6,138, 9,537, 12,444, 20,360, 25,222</b> VEHICLE SPEED AT FAILURE(S) <b>N/A</b>	MANUFACTURER CONTACTED <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO	NHTSA PREVIOUSLY CONTACTED <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO
APPLICABLE ACCIDENT INFORMATION			
ACCIDENT <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO	FIRE <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO	NUMBER PERSONS INJURED <b>0</b>	NUMBER OF FATALITIES <b>0</b>
PROPERTY DAMAGE <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO		POLICE REPORT <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO	
NARRATIVE DESCRIPTION OF FAILURE(S), ACCIDENT(S), INJURY(IES)			
<p>1) On 10/24/83 vehicle brought to dealer for oil leak on valve cover. Dealer replaced valve cover. On 10/19/84 vehicle brought to dealer for oil leak on valve cover. Dealer replaced valve cover. On 10/19/84 vehicle brought to dealer for oil leak on valve cover. Dealer replaced valve cover. On 10/19/84 vehicle brought to dealer for oil leak on valve cover. Dealer replaced valve cover with modified valve cover. On 7/10/85 vehicle brought to dealer for oil leak on valve cover. Dealer replaced cracked cylinder head with new cylinder head and resold valve cover. On 11/27/85 vehicle brought to dealer for oil leak on valve cover. Dealer replaced valve cover. As of 10/86 valve cover has been leaking oil again. I have replaced valve cover myself twice, to avoid (OVER) CONTINUATION OF BACK IF NEEDED</p>			
The Privacy Act of 1974 Public Law 93-579 In determining whether a manufacturer should take appropriate action to correct a safety defect, if the NHTSA proceeds with administrative enforcement or litigation against a manufacturer, your response, or a statistical summary thereof, may be used in support of the agency's action.			

Fold to show Return Address (no stamp needed) Fasten with tape or staple and mail.

TIRE IDENTIFICATION NO.										MANUFACTURER/TIRE NAME										SIZE									
* The identification number consists of 7 to 10 letters and numerals following the letters DOT. It is usually located near the rim flange on the side opposite the whitewall or on either side of a blackwall tire.																													
NARRATIVE DESCRIPTION (CONTINUED)																													

Further unnecessary labor costs. 2) On 2/27/88 I noticed a loud banging noise from within the engine (front). I removed oil pan and took "plastic gage" reading on first 3 main and rod bearings and compared them to manufacturers specs. All are outside of manufacturers recommended limits. (Note current odometer reading) This illustrates to me that there is a serious defect somewhere in the internal workings of the engine. 3) Upon removal of timing cover, close inspection of chain and gears shows that they, along with bearings mentioned above, are prematurely worn to the extent of needing replacement.

ILLEGIBLE

3

U.S. Department of Transportation  
National Highway Traffic Safety Administration

400 Seventh St., S.W.  
Washington, D.C. 20590

Official Business  
Penalty for Private Use \$300



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NECESSARY  
IF MAILED  
IN THE  
UNITED STATES

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FIRST CLASS PERMIT NO. 67173 WASHINGTON, D.C.

POSTAGE WILL BE PAID BY NATL HWY TRAFFIC SAFETY ADMIN.

U.S. Department of Transportation  
National Highway Traffic Safety Administration  
Auto Safety Hotline, NEF-11 HL  
400 7th Street, SW.  
Washington, DC 20590

001161



U.S. Department of Transportation  
National Highway Traffic Safety Administration

# AUTO SAFETY HOTLINE VEHICLE-OWNER'S QUESTIONNAIRE

NATIONWIDE 1-800-424-8383  
DC METRO AREA 366-0123

REFERENCE NO.

DATE RECEIVED

307800

## OWNER INFORMATION (TYPE OR PRINT)

LAST NAME

DAVIDE WICZ

FIRST NAME &amp; MIDDLE INITIAL

Gregory T

TELEPHONE NO. (Area Code)

Work 171 796 3333  
Home 171 546 6467

STREET ADDRESS

16 Dahmerit PK LN

CITY

Garfield

STATE

NJ

ZIP CODE

07026

SIGNATURE OF OWNER

Gregory T. Davidewicz

DATE

3/31/88

## VEHICLE INFORMATION

VEHICLE IDENTIFICATION NO.

1CMB7EX1E1C07418110

VEHICLE MAKE &amp; MODEL

Jeep - CJ7

MODEL YEAR

1984

\* LOCATED AT BOTTOM OF WINDSHIELD ON DRIVER'S SIDE

CURRENT ODOMETER READING

348753

DATE PURCHASED

4/4/84

DEALER'S NAME, CITY, &amp; STATE

Kosco AMC/JEEP  
633 Rt. 17 - Paramus NJ 07652

ENGINE SIZE (CID/CC/L)

4.2L  
16

NO. CYLINDERS

4

☐ TURBO☐ DIESEL☒ GAS☐ FUEL INJECTED

TRANSMISSION TYPE

☒ MANUAL

AUTOMATIC

CRUISE CONTROL

☐ Yes ☒ No

POWER STEERING

☒ Yes ☐ No

POWER BRAKES

☒ Yes ☐ No

AIR CONDITIONED

☒ Yes ☐ No

BODY STYLE

STANGW

HATCH BK

☐ VAN☐ UP TRK☒ OTHER

## FAILED COMPONENT(S)/PART(S) INFORMATION (REPORT TIRE INFORMATION ON BACK)

COMPONENT/PART NAME(S)

Engine Fire

LOCATION

☐ Left ☐ Right☒ Front ☐ Rear

FAILED PART(S)

☒ ORIGINAL☐ REPLACEMENT

NO. OF FAILURES

1

DATE(S) OF FAILURE(S)

2-11-88

MILEAGE(S) AT FAILURE(S)

VEHICLE SPEED AT FAILURE(S)

60 MPH

MANUFACTURER CONTACTED

☐ YES ☒ NO

NHTSA PREVIOUSLY

CONTACTED

☐ YES ☒ NO

## APPLICABLE ACCIDENT INFORMATION

ACCIDENT

☐ YES ☒ NO

FIRE

☒ YES ☐ NO

NUMBER PERSONS INJURED

0

NUMBER OF FATALITIES

0

PROPERTY DAMAGE (Est.)

\$ 7,500

POLICE REPORT FILED

☒ YES ☐ NO

## NARRATIVE DESCRIPTION OF FAILURE(S), ACCIDENT(S), INJURY(IES)

The Fire happened after I parked the Jeep. About 10 minutes after I entered the building, they paged me to return to my Jeep. When I got there it was already in flames. The police arrived moments later. The fire department was needed to put the fire out. After searching the surrounding area & the engine itself, they could not find the cause of the fire. They did say that the fire was not electrical and that it started on the top of the engine near the carburetor. The Jeep had

CONTINUE ON BACK

The Privacy Act of 1974  
Public Law 93-579

This information is requested pursuant to authority vested in the National Highway Traffic Safety Administration and subsequent amendments. You are under no obligation to respond to this questionnaire. Your response may be used to assist the NHTSA

in determining whether a manufacturer should take appropriate action to correct a safety defect. If the NHTSA proceeds with administrative enforcement or litigation against a manufacturer, your responses, or a statistical summary thereof, may be used in support of the agency's action.



Fold to show Return Address (no stamp needed) Fasten with tape or staple and mail

INFORMATION ON TIRE FAILURE(S) (IF APPLICABLE)

TIRE IDENTIFICATION NO. \*

D O T

MANUFACTURER/TIRE NAME

SIZE

The identification number consists of 7 to 10 letters and numerals following the letters DOT. It is usually located near the rim flange on the side opposite the whitewall or on either side of a blackwall tire.

NARRATIVE DESCRIPTION (CONTINUED)

not been worked on. Also I never had any problems before with the engine.

U.S. Department  
of Transportation  
National Highway  
Traffic Safety  
Administration

400 Seventh St., S.W.  
Washington, D.C. 20590

Official Business  
Penalty for Private Use \$300



**BUSINESS REPLY MAIL**

FIRST CLASS PERMIT NO. 73173 WASHINGTON, D.C.

POSTAGE WILL BE PAID BY NATL HWY TRAFFIC SAFETY ADMIN.

U.S. Department of Transportation  
National Highway Traffic Safety Administration  
Auto Safety Hotline, NEF-1 HL  
400 7th Street, SW  
Washington, DC 20590

001163



DATE RECEIVED \_\_\_\_\_

307685

in determining whether a manufacturer should take appropriate action to correct a safety defect, if the NHTSA proceeds with administrative enforcement or litigation against a manufacturer, your response, or a statistical summary thereof, may be used in support of the agency's action.





STATE OF NEW YORK  
DEPARTMENT OF LAW  
ALBANY, NY 12224

(518) 474-5481

March 21, 1988

ROBERT ABRAMS  
Attorney General

JOHN W. CORWIN  
Assistant Attorney General in Charge  
Consumer Frauds and Protection Bureau

RECEIVED

1988 MAR 25 AM 8:44

OSCAR WAX, MEDIATOR  
BUREAU OF CONSUMER FRAUDS  
AND PROTECTION

Mr. Brian P. Gallagher  
35 Brookman Avenue  
Delmar, NY 12054

Re: Jeep

Dear Consumer:

We are forwarding your complaint to the agency listed below. We believe this matter falls within their jurisdiction and they may be better able to assist you.

Very truly yours,

OSCAR WAX, MEDIATOR  
BUREAU OF CONSUMER FRAUDS  
AND PROTECTION

cc: National Highway Traffic Safety Administration,  
Department of Transportation  
400 7th Street, S.W.  
Washington, DC 20590

SW 28

308466

001166

Return to:  
NYS DEPT. OF LAW  
CONSUMER FRAUDS & PROTECTION  
BUREAU  
State Capitol  
Albany, New York 12224



STATE OF NEW YORK  
DEPARTMENT OF LAW

INCOMPLETE OR UNCLEAR  
FORMS MAY CAUSE DELAY

PLEASE TYPE OR PRINT CLEARLY  
IN DARK INK

CONSUMER BUREAU  
ALBANY, N.Y.

HAVE YOU COMPLAINED TO THE COMPANY OR INDIVIDUAL? PLEASE DO SO BEFORE FILING.  
CONSUMER

YOUR NAME BRIAN PATRICK GALLAGHER  
First Name Middle Initial Last Name

YOUR HOME ADDRESS 35 BROOKMAN AVENUE  
No. & Street  
DELMAR NEW YORK 12054 ALBANY  
City State & Zip Code County

YOUR TELEPHONE NUMBER (518) 439-2859 ( )  
Home Business

#### NATURE OF COMPLAINT

NAME OF MERCHANT			NAME OF MERCHANT		
STREET			STREET		
CITY	STATE	ZIP CODE	CITY	STATE	ZIP CODE
TELEPHONE NUMBER			TELEPHONE NUMBER		

TYPE OF COMPLAINT (e.g., automobile, mail order, etc.) USE REVERSE FOR DETAILS

Automobile  
Cost of product and/or service \$5500.00 Date of transaction \_\_\_\_\_

Date you complained to company YES

Person contacted DO NOT REMEMBER By Phone X Letter \_\_\_\_\_ In Person \_\_\_\_\_

DID YOU SIGN A CONTRACT? \_\_\_\_\_ WHERE? \_\_\_\_\_ DATE \_\_\_\_\_

WAS PRODUCT OR SERVICE ADVERTISED? \_\_\_\_\_ WHERE? \_\_\_\_\_ DATE \_\_\_\_\_

HAS MATTER BEEN SUBMITTED TO AN ATTORNEY? \_\_\_\_\_ IF YES, GIVE NAME & ADDRESS.

IS COURT ACTION PENDING? \_\_\_\_\_

#### FURTHER INFORMATION

MANUFACTURER OF PRODUCT American Motors Corp

ADDRESS OF MANUFACTURER \_\_\_\_\_

PRODUCT MODEL OR SERIAL NUMBER CT-7 WARRANTY EXPIRATION DATE \_\_\_\_\_

DID BUSINESS ARRANGE FINANCING? YES \_\_\_\_\_ NO \_\_\_\_\_

IF YES: Name of Bank or Finance Company \_\_\_\_\_ Address \_\_\_\_\_

100-107

Briefly describe your complaint:

My 1982 CJ-7 JEEP WITH 258 CID  
SIX CYLINDER ENGINE MYSTERIOUSLY CAUGHT FIRE  
EARLY ONE MORNING. FIRE INVESTIGATORS  
COULD FIND NO CAUSE FOR FIRE. TOTAL  
DAMAGE INCLUDES MOTOR, ENTIRE WIRING HARNESS,  
HEATER AND BATTERY WITH OTHER SMALL  
ITEMS PROBABLY NEEDING REPLACEMENT.

THIS OCCURRED IN JANUARY 1988 AND  
COPY OF FIRE REPORT CAN BE OBTAINED  
THROUGH THE FIRE INVESTIGATOR - CITY OF ALBANY

What form of relief are you seeking? (e.g., exchange, repair, money back, etc.)

REPAIR

Who referred you to this office? NEWSPAPER ARTICLE SUNDAY  
TIMES UNION 2/21/88

READ THE FOLLOWING BEFORE SIGNING BELOW:

PLEASE ATTACH TO THIS FORM PHOTOCOPIES of any papers involved (contracts,  
warranties, bills received, cancelled checks, correspondence, etc.) DO NOT  
SEND ORIGINALS.

NOTE: In order to resolve your complaint we may send a copy of this form to  
the person or firm you are complaining about.

In filing this complaint, I understand that the Attorney General is  
not my private attorney, but represents the public in enforcing laws designed  
to protect the public from misleading or unlawful business practices. I also  
understand that if I have any questions concerning my legal rights or  
responsibilities at this time, it is suggested that I contact a private  
attorney. I have no objection to the contents of this complaint being  
forwarded to the business or person the complaint is directed against. The  
above complaint is true and accurate to the best of my knowledge.

False statements made herein are punishable as a Class A Misdemeanor under  
Section 175.30 and/or Section 170.45 of the Penal Law.

SIGNATURE


Brian D. [Signature]

DATE

2/22/88

RECEIVER: HAVE YOU ENCLOSED COPIES OF IMPORTANT PAPERS

00100

 <b>VEHICLE OWNER'S QUESTIONNAIRE</b> ATTN: JOANN M.		FOR AGENCY USE ONLY	
		REFERENCE NO.	DATE RECEIVED
OWNER INFORMATION (TYPE OR PRINT)			
LAST NAME Galloway		FIRST NAME & MIDDLE INITIAL Byron S	
STREET ADDRESS 10935 Carter Oak Way, Burke,		TELEPHONE NO. (Area Code) Work 102 275-7124 Home 602 250-2446	
CITY		STATE Va.	ZIP CODE 22015
SIGNATURE OF OWNER Byron S Galloway		DATE 12/15/82	
VEHICLE INFORMATION			
VEHICLE IDENTIFICATION NO. 1JCEJ87E30T055270		VEHICLE MAKE & MODEL Aml Jeep CJ-7	
MODEL YEAR 1983		LOCATED AT BOTTOM OF WINDSHIELD ON DRIVER'S SIDE	
CURRENT ODOMETER READING 43203	DATE PURCHASED 7/12/80	DEALER'S NAME, CITY, & STATE NA (Purchased from an individual)	ENGINE SIZE (CID/CC/LI) 258
NEW <input checked="" type="checkbox"/> USED <input type="checkbox"/>			NO. CYLINDERS 6
TRANSMISSION TYPE <input type="checkbox"/> MANUAL <input checked="" type="checkbox"/> AUTOMATIC	CRUISE CONTROL <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	POWER STEERING <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	AIR CONDITIONED <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
<input type="checkbox"/> 3 <input type="checkbox"/> 4 <input type="checkbox"/> 5 (Speed)			BODY STYLE STAWAG 2 DR
			HATCH BK VAN PK UP TRK OTHER <input checked="" type="checkbox"/>
FAILED COMPONENT(S)/PART(S) INFORMATION (IF REPORT TIRE INFORMATION ON BACK)			
COMPONENT/PART NAME(S)		LOCATION <input type="checkbox"/> Left <input type="checkbox"/> Right <input type="checkbox"/> Front <input type="checkbox"/> Rear	FAILED PART(S) <input type="checkbox"/> ORIGINAL <input type="checkbox"/> REPLACEMENT
NO. OF FAILURES	DATE(S) OF FAILURE(S) MILEAGE(S) AT FAILURE(S) VEHICLE SPEED AT FAILURE(S)	MANUFACTURER CONTA "CD" <input type="checkbox"/> YES <input type="checkbox"/> NO	NHTSA PREVIOUSLY CONTACTED <input type="checkbox"/> YES <input type="checkbox"/> NO
APPLICABLE ACCIDENT INFORMATION			
ACCIDENT <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO	FIRE <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO	NUMBER PERSONS INJURED None	NUMBER OF FATALITIES None
PROPERTY DAMAGE (Est. \$)		POLICE REPORT FILED <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO	
NARRATIVE DESCRIPTION OF FAILURE(S), ACCIDENT(S), INJURY(IES)			
<p>On June 1, 1982, I drove my Jeep from my home in Burke, Va. to Springfield, Va., approximately 12 miles. I parked my Jeep and met my carpenter. Since there were only two of us, we decided to drive the Jeep on to work in Washington, D.C. As we approached the vehicle we saw smoke coming from the hood. I got into the Jeep, started it, and backed away from the cars parked on both sides. (The other carpenter member said he saw flames through the grill as I backed up.) I opened the hood and saw flames on the manifold around the carburetor. I shut the hood to smother the fire while CONTIN. ON BACK.</p>			
The Privacy Act of 1974 Public Law 93-579 This information is requested pursuant to authority vested in the Federal Safety Act and subsequent amendments to respond to the questionnaire. Your response may be used to:			
in determining whether a manufacturer should take appropriate action to:			
<input type="checkbox"/> safety data <input type="checkbox"/> recall <input type="checkbox"/> may be used to support	<input type="checkbox"/> the NHTSA <input type="checkbox"/> manufacturer <input type="checkbox"/> your response <input type="checkbox"/> the agency's action	<input type="checkbox"/> incidents with government and other companies <input type="checkbox"/> your response <input type="checkbox"/> the agency's action	<input type="checkbox"/>

Fold to show Return Address (no stamp needed) Fasten with tape or staple and mail

INFORMATION ON TIRE FAILURE(S) (IF APPLICABLE)

TIRE IDENTIFICATION NO.\*

D

O

T

MANUFACTURER/TIRE NAME

SIZE

\*The identification number consists of 7 to 10 letters and numerals following the letters DOT. It is usually located near the rim flange on the side opposite the whitewall or on either side of a blackwall tire.

NARRATIVE DESCRIPTION (CONTINUED)

I asked for a fire extinguisher. Norm had one, but a passerby gave me a blanket with which I tried to smother the fire. I failed. Another passerby gave me a gallon of water which I used to douse the fire. The fire department arrived and finished extinguishing the fire. The police arrived later, and took a report. There were no indications of the fire. The Jeep had not braked or run roughly; there were no gas fumes, I knew of no gas leaks or other fuel problems. However, the vehicle had an oil leak around the valve cover, and oil sometimes "pooled" on the manifold.

The Belvoir Jeep mechanic who fixed the vehicle told me after the initial inspection that he could not identify the cause of the fire. After consultation with the State Farm estimator, it was determined the fire was caused by the carburetor, which the insurance company did not cover because it was the cause. I have some doubt about whether this was the source, but do not have the expertise to make another determination. I do still favor the bumper probe, if they would be useful to your information gathering.

U.S. Department of Transportation  
National Highway Traffic Safety Administration

400 Seventh St., S.W.  
Washington, D.C. 20590

Official Business  
Penalty for Private Use \$300



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IN THE  
UNITED STATES

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POSTAGE WILL BE PAID BY NATION HIGHWAY TRAFFIC SAFETY ADMIN.

U.S. Department of Transportation  
National Highway Traffic Safety Administration  
Office of Defects Investigations, NEF-10  
400 7th Street SW  
Washington, DC 20590

001170

ATTN: JoAnn Murianka





RECEIVED *New York's*  
1988 FEB 25 AM 10:45 **CAPITAL NEWSPAPERS**

OFFICE DEFECTS INVESTIGATION

TIMES UNION KNICKERBOCKER NEWS

Philip W. Davis, Director  
Office of Defects Investigation  
Enforcement  
National Highway Traffic Safety  
Administration  
400 7th St. SW  
Washington, D.C. 20590

Feb. 19, 1988

Dear Mr. Davis:

I am sending the enclosed article about the problems with AMC Jeeps to your attention. Thought you might be interested in this growing problem in our state.

Since I wrote the story, I have heard of some other Jeep fires in our area and hope to do a follow-up.

Sincerely,

*Irene Gardner Keeney*

Irene Gardner Keeney  
consumer editor  
518-454-5478

encl.

001171

This is a high-contrast, black and white image of a textured surface, likely a book cover or endpaper. The texture is dense and grainy, with a grid-like pattern of small squares or rectangles. A prominent diagonal line runs from the bottom left towards the top right. There are also several horizontal lines, some of which appear to be part of a larger grid. The overall appearance is that of a heavily worn or aged material, possibly leather or a similar synthetic material. The lighting is very harsh, creating deep shadows and bright highlights that emphasize the texture.

## Automaker denies charge of unsafe plastic (Ave to view)

the bumper sticker on Tom Albrecht's Mercedes Viper volunteer fire department has a burning word for you.

The irony of the pillage did not escape Alund

100

Jeep, which had been turned off, had started up and was heading south.

After calling the Jeep factory, repre-

100

Dec. 1944

special hooded bags there was  
over the hood. I went out to

[illegible]

**CHARLES L. J. MAINS** — Tom Alund & Lynem look at the remains of his Jeep Broomfield



## Had a problem with a Jeep?

Consumers who've had problems with AMC six-cylinder engines can contact the following agencies:

● The National Highway Traffic Safety Administration, 1-800-424-9393. "We'll log the information into our database. It all helps speed the investigation," a spokesman for the agency said.

● The Center for Auto Safety, 322 E. 17th St., New York, N.Y. 10003.

● The state attorney general's office, 474-5481. "We've had only one inquiry so far," says Nancy Connolly, press officer. "We need to see a stream of complaints before we can do anything." Owners who have paid for repairs on similar problems with AMC six-cylinder engines should have copies of their receipts. They'll be reviewed in the event of a recall.

Jeep. The 1986 fires included 31 in models, 1984-1985 and 1986 models, says the bureau. It still is processing 1987 fire reports.

Jeep, now known as Jeep/Eagle Division of Chrysler, however, maintains there is no indication of a safety problem with the use-metallic valve cover. Says Marilyn Johnson, spokeswoman for Jeep/Eagle customers, "We haven't reported to NHTSA yet. We will act as necessary—the conclusion

of the study." The Chrysler supervisor says vehicle owners will be notified if the manufacturer recalls the autos.

Meanwhile, persons driving AMC six-cylinder vehicles who are concerned about their safety can have their dealers inspect them for oil leaks. However, Johnson points out, the inspections will be at the owners' expense.

Chrysler's protestations notwithstanding, there's a sameness to the complaints NHTSA has received from all over the country from owners of AMC J-10s, Wagoneers, Laredos, Scramblers, Eagles and Concordes. The vehicles were parked and someone noticed smoke coming from the engine compartment.

The City of Baltimore, Police Department, has reported engine fires in 26 of its AMC Concordes. In a copy of a complaint received from NHTSA, a police officer reported he had packed his car in a driveway to investigate burglary. When he returned to the vehicle, the engine was on fire.

The U.S. Postal Service reported 72 fires—including some in Westchester and Blackville—in its 1984-1985

General half-ton Model F7-8C delivery vans equipped with AMC six-cylinder, 238 CID engines.

In February 1986, Robert K. St. Francis, director of Office Fleet Management for the U.S. Postal Service, wrote NHTSA requesting it re-open its investigation.

The Postal Service director said he believed the engines ignited because of a dramatic overheating condition of the exhaust manifold that appeared to be caused by a vacuum leak. Most of the fires had been "catastrophic" in nature, he reported, and involved more than \$2,000 damage per unit. Particularly, he wrote, the fires have resulted in no injuries or loss of life, but the potential consequences are "serious."

And that troubles firefighters, too. Almond.

"Look they do something about it before someone gets killed," he says. "These vehicles are like time bombs out there. How many have to burn before they do something? There's no doubt in my mind that if my Jeep had been in the garage there would have been a loss of that big thing and possibly the house, too."

## Government course offered

Courses for women in government will be offered March 22 through April 11 by the Center for Women in Government. They will be held in Draper Hall, State University of New York at Albany.

The program consists of a series of four-week courses and two-day semi-

nars designed to enhance the effectiveness of women who have managerial experience or who are applying to management positions.

Courses will cover: Oral Communication; Sexual Harassment Prevention for Women; and Interviewing and Effective Leadership.

## FEBRUARY COUPON SALE MONDAY — TUESDAY — WEDNESDAY

**★ FREE ★**  
**PAIR LAMPS**  
WITH ANY PURCHASE OF \$369  
OR MORE

**SUPERSPECIAL**  
**SOFA and LOVESEAT**  
2-PC SET  
**\$199**  
NOW ONLY

**★ FREE ★**  
**DELIVER**  
WITHIN 20 MILES  
ANY PURCHASE OVER \$199  
COUPON APPLICABLE TO PURCHASES FROM FEBRUARY 1-3, 1987

**OAK GLASS BRASS STABLE**  
**W/ 4 CHAIRS \$129**

**SOFA and CHAIR**  
**2-PC SET \$299**

**MATTRESS FOUNDATION SETS**  
**TWIN SIZE \$89**  
**FULL SET \$139**  
**QUEEN SET \$179**

by Paul D. Kolarski Jr.  
owned by Josephine  
from an engine  
was "closed" because "of  
all" problems." Johnson  
of me that they closed it  
false? covers, seem, to  
source of the problem.  
metallic metal valve  
1984 1/2-ton 3rd production  
later bulletin stating the  
too old, vehicles when  
are fire replaced. They  
recall. Now, the govern-  
ment, the investigation  
bulletin AMC last fall. I  
last November, to cover  
from 1984-1985, to cover  
of that action.  
Station Office of Centre  
Control," says it. "It re-  
ported in New York state  
inspectors. NHTSA  
from the National Highway  
Traffic Safety Administration

ting



EA 88 007  
JLR  
Rend

New York's  
CAPITAL NEWSPAPERS

TIMES UNION KNICKERBOCKER NEWS

National Highway Traffic Safety Administration  
U.S. Department of Transportation  
Office of Defects Investigations  
400 Seventh Street SW  
Washington, D.C. 20590  
Attn: Philip W. Davis, Director

March 8, 1988

Dear Mr. Davis:

I'm taking the liberty of sending you a follow up to the story I did about Jeep engine compartment fires. As you will see, there have been several in our area.

After this second story ran, I had a call from a consumer whose J-10, half-ton pickup caught fire Oct. 5, 1987. He says a friend's 1985 Jeep Cherokee also caught fire while it was being driven and he's sending me the name of a man whose Jeep burned down his carport.

I've urged all of them to file complaints with NHTSA and our attorney general's office.

I plan to do another follow up and will let you know of any results from that.

Sincerely,

*Irene Gardner Keeney*

Irene Gardner Keeney  
consumer editor  
518-454-5478

308308

RECEIVED  
1988 MAR 21 AM 9 16  
OFFICE OF DEFECTS INVESTIGATION  
001175

AUTO SAFETY HOTLINE		FOR AGENCY USE ONLY	
US Department of Transportation National Highway Traffic Safety Administration		REFERENCE NO. 305552 DATE RECEIVED	
<b>VEHICLE OWNER'S QUESTIONNAIRE</b> NATIONWIDE 1-800-424-8383 DC METRO AREA 306-0123			
OWNER INFORMATION (TYPE OR PRINT)			
LAST NAME <i>Montagino</i>		FIRST NAME & MIDDLE INITIAL <i>Charles J</i>	
STREET ADDRESS <i>1011 Benjamin Place</i>		CITY <i>Schenectady</i>	
SIGNATURE OF OWNER <i>Charles Montagino</i>		TELEPHONE NO. (Area Code) Work (518) <i>370-8240</i> Home (518) <i>356-2486</i> STATE <i>N.Y.</i> ZIP CODE <i>12306</i> DATE <i>3/21/88</i>	
VEHICLE INFORMATION			
VEHICLE IDENTIFICATION NO. <i>1ACICR35510K182801</i>		VEHICLE MAKE & MODEL <i>Amc Eagle 4 door Sedan</i>	
MODEL YEAR <i>1983</i>			
CURRENT ODOMETER READING <i>52357</i>		DATE PURCHASED <i>8/83</i> DEALER'S NAME, CITY, & STATE <i>Goldstein Chrysler Plymouth Latham, New York</i> ENGINE SIZE (CID/CC/L) <i>258</i> NO. CYLINDERS <i>6</i> <input type="checkbox"/> TURBO <input type="checkbox"/> DIESEL <input checked="" type="checkbox"/> GAS <input type="checkbox"/> FUEL INJECTED	
TRANSMISSION TYPE <input type="checkbox"/> MANUAL <input checked="" type="checkbox"/> AUTOMATIC <input type="checkbox"/> 3 <input type="checkbox"/> 4 <input type="checkbox"/> 5 (Speed)		CRUISE CONTROL <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No POWER STEERING <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No POWER BRAKES <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No AIR CONDITIONED <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No BODY STYLE STAVAG <input type="checkbox"/> Hatch BK <input type="checkbox"/> VAN <input type="checkbox"/> PK UP TRK <input type="checkbox"/> 2 DR <input checked="" type="checkbox"/> OTHER <input type="checkbox"/>	
FAILED COMPONENT(S)/PART(S) INFORMATION (REPORT TIRE INFORMATION ON BACK)			
COMPONENT/PART NAME(S) <i>Valve Cover</i>		LOCATION <input type="checkbox"/> Left <input type="checkbox"/> Right <input type="checkbox"/> Front <input type="checkbox"/> Rear FAILED PART(S) <input checked="" type="checkbox"/> ORIGINAL <input type="checkbox"/> REPLACEMENT	
NO. OF FAILURES <i>1</i>		DATE(S) OF FAILURE(S) MILEAGE(S) AT FAILURE(S) VEHICLE SPEED AT FAILURE(S) <i>3188</i> <i>52000</i> MANUFACTURER CONTACTED <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO NHTSA PREVIOUSLY CONTACTED <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO	
APPLICABLE ACCIDENT INFORMATION			
ACCIDENT <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO	FIRE <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO	NUMBER PERSONS INJURED <i>0</i>	NUMBER OF FATALITIES <i>0</i> PROPERTY DAMAGE (Est.) <i>\$ —</i> POLICE REPORT FILED <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO
NARRATIVE DESCRIPTION OF FAILURE(S), ACCIDENT(S), INJURY(IES)			
<i>The Valve Cover would leak oil. The situation progressively became worse and in March of 1988 I was losing about 2 quarts per 1000 miles. After Reading about engine fires in this engine, the oil leak described in the article like similar to mine. For the health and safety of my family I decided to have my local mechanic install a Valve Cover gasket kit. This has eliminated the oil leak. I called several dealerships that sold Amc cars and voiced</i>			
CONTINUE ON BACK IF NEEDED The Privacy Act Public Law 92-543 This information is requested pursuant to authority vested in the National Highway Traffic Safety Administration under the Department of Transportation, Safety Act and subsequent amendments to implement this questionnaire. Your response is used to assist the NHTSA in determining whether a manufacturer should take appropriate action to correct a safety defect, or the NHTSA proceeds with administrative enforcement or litigation against a manufacturer, your response, or a statistical summary thereof, may be used in support of the agency's action.			

Fold to show Return Address (no stamp needed) Fasten with tape or staple and mail

INFORMATION ON TIRE FAILURE(S) (IF APPLICABLE)

TIRE IDENTIFICATION NO. \*

MANUFACTURER/TIRE NAME

SIZE

The identification number consists of 7 to 10 letters and numerals following the letters DOT. It is usually located near the rim flange on the side opposite the whitewall or on either side of a blackwall tire.

NARRATIVE DESCRIPTION (CONTINUED)

*My Concerns about my oil leak and the articles in the newspaper. They know nothing about any recall.*

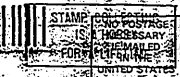
*I would like my Complaint to go on record in the event, that there might be a recall in the future and possible reimbursement to me. I have saved the receipt from my mechanic*

U.S. Department  
of Transportation

National Highway  
Traffic Safety  
Administration

30 Seventh St., S.W.  
Washington, D.C. 20590

Official Business  
Penalty for Private Use \$300



**BUSINESS REPLY MAIL**


FIRST CLASS PERMIT NO. 73173 WASHINGTON, D.C.

POSTAGE WILL BE PAID BY NAT. HWY. TRAFFIC SAFETY ADMIN.

U.S. Department of Transportation  
National Highway Traffic Safety Administration  
Auto Safety Hotline, NEF-HI  
100 7th Street, SW  
Washington, DC 20590

001177



 <p style="font-size: small; margin: 0;">U.S. Department of Transportation National Highway Traffic Safety Administration</p> <p style="margin: 0;"><b>AUTO SAFETY HOT LINE</b></p> <p style="margin: 0;"><b>VEHICLE OWNER'S QUESTIONNAIRE</b></p> <p style="margin: 0; font-size: small;">NATIONWIDE 1-800-424-9393 DC METRO AREA 366-0123</p>		FOR AGENCY USE ONLY	
		REFERENCE NO	DATE RECEIVED
305725			
OWNER INFORMATION (TYPE OR PRINT)			
LAST NAME <u>Phillips</u>	NAME & MIDDLE INITIAL <u>Ruby</u>	TELEPHONE NO. (Area Code) Work _____ Home (602) <u>467-2432</u>	
STREET ADDRESS <u>10410 SW 24th Rd</u>	CITY <u>Spring Valley</u>	STATE <u>Ca</u>	ZIP CODE <u>92077</u>
SIGNATURE OF OWNER		DATE <u>3-24-88</u>	
VEHICLE INFORMATION			
VEHICLE IDENTIFICATION NO. <u>1J4CN87E1D1072715</u>		VEHICLE MAKE & MODEL <u>JEOP CJ7</u>	
MODEL YEAR <u>83</u>			
CURRENT ODOMETER READING <u>52182</u>	DATE PURCHASED <u>1-29-87</u> NEW <input checked="" type="checkbox"/> USED <input type="checkbox"/>	ENGINE SIZE (CID/CC/LI) <u>258</u> NO. CYLINDERS <u>6</u> TURBO DIESEL <input checked="" type="checkbox"/> GAS <input type="checkbox"/> FUEL INJECTED	
DEALER'S NAME, CITY, & STATE <u>Shots - Imports San Diego Ca</u>			
TRANSMISSION TYPE <input checked="" type="checkbox"/> MANUAL <input checked="" type="checkbox"/> AUTOMATIC (Speed)	CRUISE CONTROL <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	POWER STEERING <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	POWER BRAKES <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
AIR CONDITIONED <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No		BODY STYLE STAVAG <input type="checkbox"/> 4 DR <input type="checkbox"/> 2 DR <input type="checkbox"/> HATCH BK <input type="checkbox"/> VAN <input type="checkbox"/> PK UP TRK <input type="checkbox"/> OTHER <input checked="" type="checkbox"/>	
FAILED COMPONENT(S)/PART(S) INFORMATION (REPORT TIRE INFORMATION ON BACK)			
COMPONENT/PART NAME(S) <u>ENGINE FIRE</u>		LOCATION Left <input checked="" type="checkbox"/> Front Right <input type="checkbox"/> Rear	
NO. OF FAILURES <u>1</u>		MANUFACTURER CONTACTED <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO	
DATE(S) OF FAILURE(S) <u>2-23-88</u>		NHTSA PREVIOUSLY CONTACTED <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO	
MILEAGE(S) AT FAILURE(S) <u>51224</u>			
VEHICLE SPEED AT FAILURE(S) <u>Parked - After 10m Trip</u>			
APPLICABLE ACCIDENT INFORMATION			
ACCIDENT <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO	FIRE <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO	NUMBER PERSONS INJURED <u>0</u>	PROPERTY DAMAGE (Est.) <u>\$ 1500.00</u>
		POLICE REPORT FILED <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO	
NARRATIVE DESCRIPTION OF FAILURE(S), ACCIDENT(S), INJURY(IES)			
<p><u>First started behind carburetor under air cleaner.</u></p> <p><u>It appeared - a PCV Hose caught fire from the exhaust</u></p> <p><u>manifold which ignited the wiring and valve cover. All wiring</u></p> <p><u>underhood, carburetor, valve cover, air cleaner, smog valves - switches, and vacuum</u></p> <p><u>hoses were destroyed as well as the hood.</u></p>			
CONTINUE ON BACK IF NEEDED			
<p>The Privacy Act, 5 U.S.C. 552</p> <p>This document is prepared pursuant to a request received at the National Highway Traffic Safety Administration. It contains information that is not for public release. It is not to be distributed outside the agency.</p> <p>(Continuation) Whether a manufacturer should take appropriate action for a safety defect, the agency will proceed with administrative enforcement action. (Continuation) If you, the manufacturer, wish to provide information, you may do so. If you wish to provide information, you may do so. If you wish to provide information, you may do so.</p>			





STATE OF NEW YORK  
DEPARTMENT OF LAW  
ALBANY, NY 12224

ROBERT ABRAMS  
Attorney General

PETER BIENSTOCK  
Assistant Attorney General in Charge  
Consumer Frauds and Protection Bureau

(518) 474-5481

RACHEL KRETZER  
Assistant Attorney General in Charge  
Albany Consumer Frauds and Protection Bureau

March 11, 1988

Edwin J. Robitaille  
RD 1, Box 187  
Cohoes, NY 12047

RE: American Motors Sales Corp.

Dear Consumer:

We are forwarding your complaint to the agency listed below. We believe this matter falls within their jurisdiction and they may be better able to assist you.

Very truly yours,

DARREN BRESTIN, MEDIATOR  
BUREAU OF CONSUMER FRAUDS  
AND PROTECTION

cc: National Highway Traffic Safety Administration ✓  
Department of Transportation  
400 7th Street, S.W.  
Washington, DC 20590

SW 28

308319

RECEIVED  
1988 MAR 18 AM 9:36  
OFFICE OF THE ATTORNEY GENERAL

001179

RETURN TO:  
NY'S DEPT. OF LAW  
CONSUMER FRAUDS & PROTECTION  
BUREAU  
State Capitol  
Albany, New York 12224



STATE OF NEW YORK  
DEPARTMENT OF LAW  
ALBANY, NEW YORK

INCOMPLETE OR UNCLEAR  
FORMS MAY CAUSE DELAY

PLEASE TYPE OR PRINT CLEARLY  
IN DARK INK

FEB 29 1988

HAVE YOU COMPLAINED TO THE COMPANY FOR REDRESS? NO PLEASE DO SO BEFORE FILING.  
CONSUMER ALBANY, N. Y.

YOUR NAME Edwin J. Robitaille  
First Name Middle Initial Last Name

YOUR HOME ADDRESS RD1 Box 187  
No. & Street

Cohoes N.Y. 12047 Albany  
City State & Zip Code County

YOUR TELEPHONE NUMBER (518) 785-0258 (518) 457-0883  
Home Business

#### NATURE OF COMPLAINT

Camelot  
NAME OF MERCHANT NAME OF MERCHANT  
1010 Central Ave.  
STREET STREET  
Albany N.Y. 12205  
CITY STATE ZIP CODE CITY STATE ZIP CODE  
438-2244  
TELEPHONE NUMBER TELEPHONE NUMBER

TYPE OF COMPLAINT (e.g., automobile, mail order, etc.) USE REVERSE FOR DETAILS

Automobile 1982 AMC Concord Sub.

Cost of product and/or service \$9000 Date of Transaction 1982

Date you complained to company Yes

Person Contacted Service Mgr. By Phone Letter In Person ✓

DID YOU SIGN A CONTRACT? No WHEN? DATE

WAS PRODUCT OR SERVICE ADVERTISED? No WHEN? DATE

HAS MATTER BEEN SUBMITTED TO AN ATTORNEY? No IF YES, GIVE NAME & ADDRESS.

IS COURT ACTION PENDING?

#### FURTHER INFORMATION

MANUFACTURER OF PRODUCT American Motors  
ADDRESS OF MANUFACTURER ?  
PRODUCT MODEL OR SERIAL NUMBER Concord WARRANTY EXPIRATION DATE 1983  
DID BUSINESS ARRANGE FINANCING? YES ✓ NO  
IF YES: State Bank of Albany Latham, N.Y.  
Name of Bank or Finance Company Address

Briefly describe your complaint: My 1982 Concord has an  
ill fitting plastic valve cover.  
The Times Union published a report whereas  
many of these cars have been ruined by fire.  
I asked the service manager what could be done  
to prevent a possible fire.  
He seemed to care less about this possibility.  
The only possible solution was to replace this  
valve cover with another plastic cover.  
This replacement would be complicated due to the  
fact the motor would have to be bored for more  
bolts.  
This new cover would cost \$150.  
Being a retired senior citizen on a limited  
income, why should I have to pay for a bad  
valve cover. The manufacturer was wrong in  
using these plastic covers.  
What form of relief are you seeking? (e.g., exchange, repair, money back, etc.)  
Replacement with conventional metal part.

Who referred you to this office? Times Union

**READ THE FOLLOWING BEFORE SIGNING BELOW:**

PLEASE ATTACH TO THIS FORM PHOTOCOPIES of any papers involved (contracts, warranties, bills received, cancelled checks, correspondence, etc.) DO NOT SEND ORIGINALS.

**NOTE:** In order to resolve your complaint we may send a copy of this form to the person or firm you are complaining about.

In filing this complaint, I understand that the Attorney General is not my private attorney, but represents the public in enforcing laws designed to protect the public from misleading or unlawful business practices. I also understand that if I have any questions concerning my legal rights or responsibilities at this time, it is suggested that I contact a private attorney. I have no objection to the contents of this complaint being forwarded to the business or person the complaint is directed against. The above complaint is true and accurate to the best of my knowledge.

False statements made herein are punishable as a Class A Misdemeanor under Section 175.30 and/or Section 210.45 of the Penal Law.

SIGNATURE Edmund J. Rontaulle DATE 2/25/88


**REMARKS:** HAVE YOU ENCLOSED COPIES OF IMPORTANT PAPERS

001181

Recd

ED

Form Approved: O.M.B. No. 2127-0008

 <b>AUTO SAFETY HOTLINE</b> U.S. Department of Transportation National Highway Traffic Safety Administration		<b>FOR AGENCY USE ONLY</b> REFERENCE NO. DATE RECEIVED	
<b>VEHICLE OWNER'S QUESTIONNAIRE</b> NATION DC ME 3C9231		EA88-1009	
OWNER INFORMATION (TYPE OR PRINT)			
LAST NAME Sofabrides		FIRST NAME & MIDDLE INITIAL George S	
STREET ADDRESS 43-35 216 St.		CITY Bayside	
SIGNATURE OF OWNER <i>[Signature]</i>		STATE NY ZIP CODE 11361 DATE 1/15/88	
VEHICLE INFORMATION			
VEHICLE IDENTIFICATION NO. 1J1C1N7E7E7D7031315		VEHICLE MAKE & MODEL Jeep CJ-7 Limited	
MODEL YEAR 1983			
CURRENT ODOMETER READING 51576.9		DATE PURCHASED 1/83	
DEALER'S NAME, CITY & STATE KOSCO INC. Jeep Inc. 553 Rt. 17 Paramus NY 10765		ENGINE SIZE (CID/CC/L) NO. CYLINDERS 283 6	
TRANSMISSION TYPE <input type="checkbox"/> MANUAL <input checked="" type="checkbox"/> AUTOMATIC <input type="checkbox"/> 3 <input type="checkbox"/> 4 <input type="checkbox"/> 5 (Speed)		<input type="checkbox"/> TURBO <input type="checkbox"/> DIESEL <input type="checkbox"/> FUEL INJECTED	
CRUISE CONTROL <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No		POWER STEERING <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No POWER BRAKES <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No AIR CONDITIONED <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
BODY STYLE 4 DR		STAINAGE 4 DR 2 DR OTHER	
MATCH BK <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO PE UP TRK <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO OTHER <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO			
FAILED COMPONENT(S)/PART(S) INFORMATION (REPORT TIRE INFORMATION ON BACK)			
COMPONENT/PART NAME(S) See enclosed bill		LOCATION <input type="checkbox"/> Left <input type="checkbox"/> Right <input type="checkbox"/> Front <input type="checkbox"/> Rear	
NO. OF FAILURES (1)		DATE(S) OF FAILURE(S) Nov 8 1987 MILEAGE(S) AT FAILURE(S) 25-35 mph VEHICLE SPEED AT FAILURE(S) 5,200	
MANUFACTURER CONTACTED <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO		NHTSA PREVIOUSLY CONTACTED <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO	
APPLICABLE ACCIDENT INFORMATION			
ACCIDENT <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO	FIRE <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO	NUMBER PERSONS INJURED 2	NUMBER OF FATALITIES 0 PROPERTY DAMAGE (Est.) \$ _____
POLICE REPORT FILED <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO			
NARRATIVE DESCRIPTION OF FAILURE(S), ACCIDENT(S), INJURY(IES)			
I was driving home from work and I pulled into the driveway and there didn't seem to be anything wrong. I forgot a newspaper in the vehicle and when I came back out, there appeared to be steam coming out of the grill - I opened the hood, figuring I was overheated or the radiator cap had popped, and there was a decent			
CONTIN. ON BACK <input checked="" type="checkbox"/> NEEDED			
The Privacy Act of Public Law 92-579 This information is requested pursuant to authority vested in the Highway Traffic Safety Act and subsequent amendments. You are under no obligation to respond to this questionnaire. Your response may be used to assist the NHTSA in determining whether a manufacturer should take appropriate action to correct a safety defect. The NHTSA proceeds with administrative enforcement action against a manufacturer, your response or state civil summary may be used in support of the agency's action.			

Fold to show Return Address (no stamp needed) Fasten with tape or staple and mail

INFORMATION ON TIRE FAILURE(S) (IF APPLICABLE)

TIRE IDENTIFICATION NO.

DOT M M H U H 0 4 1 5

MANUFACTURER/TIRE NAME

Goodyear / Arroyo

SIZE

P 235/75R15

The identification number consists of 7 to 10 letters and numerals following the letters DOT. It is usually located near the rim flange on the side opposite the whitewall or on either side of a blackwall tire.

NARRATIVE DESCRIPTION (CONTINUED)

Size fire going on behind the front carburetor  
I then extinguished the fire with a fire  
extinguisher, and saw there was a fair  
amount of fire damage to wires, hoses &  
vacuum tubes.

US Department  
of Transportation

National Highway  
Traffic Safety  
Administration

400 Seventh St., S.W.  
Washington, D.C. 20590

Official Business  
Penalty for Private Use \$300



**BUSINESS REPLY MAIL**

FIRST CLASS PERMIT NO. 73173 WASHINGTON, D.C.

NO POSTAGE WILL BE PAID BY NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

POSTAGE WILL BE PAID BY ADDRESSEE

S. Department of Transportation  
National Highway Traffic Safety Administration  
Safety Hotline, NEF- HL  
10th Street SW  
Washington, DC 20590

001193

# Getty

# GOODYEAR

JOHN'S AUTO SERVICE INC.

ESTABLISHED 1929

231-06 NORTHERN BLVD.

TE 225-0700

DOUGLASSON, L.I. NEW YORK 11663

NYS REG #R1410135

711

See

BUS  
'81

707D101251  
S1 15 Du

Tech

Other

DO 101 ACC.  
15 1E  
DO 261  
18 141 5 18 195 5794

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RE ERSE TO HOLD PLACE

EXHAUSE

EXHAUST LACEMENT 35.00

REPL CE ED EXHAUST REPL ANY NECESSARY BOLTS

ANSE. ENTER OR ENGINE PIPE. LACE ANY NEEDED

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U.S. Department  
of Transportation  
National Highway  
Traffic Safety  
Administration

AUTO SAFETY HOTLINE  
VEHICLE OWNER'S QUESTIONNAIRE  
NATIONWIDE - 800-424-9393  
DC METRO AREA 368-0123

## FOR AGENCY USE ONLY

REFERENCE NO.

DATE RECEIVED

March 18, 1988

305373

## OWNER INFORMATION (TYPE OR PRINT)

LAST NAME <b>SKARADOK</b>	FIRST NAME & MIDDLE INITIAL <b>MARY C</b>	TELEPHONE NO. Work _____ Home _____
STREET ADDRESS <b>6 ROSHER DRIVE</b>	CITY <b>ALBANY</b>	STATE <b>N.Y.</b>
SIGNATURE OF OWNER <i>Mary C. Skaradok</i>		ZIP CODE <b>12203</b>
		DATE <b>March 21, 1988</b>

## VEHICLE INFORMATION

VEHICLE IDENTIFICATION NO. <b>1A1MC1A06556 1147607</b>	VEHICLE MAKE & MODEL <b>1981 General</b>	MODEL YEAR <b>1981</b>
* LOCATED AT BOTTOM OF WINDSHIELD ON DRIVER'S SIDE		
CURRENT DOORSTAMP READING <b>56453</b>	DATE PURCHASED <b>7/4/82</b>	DEALER'S NAME, CITY, & STATE <b>Marine Truck &amp; Bus Albany, New York</b>
NEW <input type="checkbox"/> USED <input checked="" type="checkbox"/>	ENGINE SIZE (CID/CC/L) <b>4</b>	NO. CYLINDERS <b>4</b>
TRANSMISSION TYPE <input type="checkbox"/> MANUAL <input checked="" type="checkbox"/> 3 <input type="checkbox"/> 4 <input type="checkbox"/> 5 (Speed)	CRUISE CONTROL <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	POWER STEERING <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
	POWER BRAKES <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	AIR CONDITIONED <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
	BODY STYLE STYLING 4 DOOR <input checked="" type="checkbox"/> 2 DOOR <input type="checkbox"/>	FUEL INJECTED <input checked="" type="checkbox"/> GAS <input type="checkbox"/> DIESEL
		HATCH BK. VAN <input type="checkbox"/> PK UP <input type="checkbox"/> TRK <input type="checkbox"/> OTHER <input type="checkbox"/>

## FAILED COMPONENT(S)/PART(S) INFORMATION (REPORT TIRE INFORMATION ON BACK)

COMPONENT/PART NAME(S) <b>Valve Cover (oil leaking)</b>	LOCATION <input type="checkbox"/> Left <input type="checkbox"/> Right <input type="checkbox"/> Front <input type="checkbox"/> Rear	FAILED PART(S) <input type="checkbox"/> ORIGINAL <input type="checkbox"/> REPLACEMENT
NO. OF FAILURES <b>3</b>	DATE(S) OF FAILURE(S) MILEAGE(S) AT FAILURE(S) VEHICLE SPEED AT FAILURE(S)	MANUFACTURER CONTACTED <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO
		NHTSA PREVIOUSLY CONTACTED <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO

## APPLICABLE ACCIDENT INFORMATION

ACCIDENT <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO	FIRE <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO	NUMBER PERSONS INJURED	NUMBER OF FATALITIES	PROPERTY DAMAGE (Est.) \$	POLICE REPORT FILED <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO
---	---	------------------------	----------------------	------------------------------	--

## NARRATIVE DESCRIPTION OF FAILURE(S), ACCIDENT(S), INJURY(IES)

*Valve cover has been replaced twice & has not malfunctioned again.*

*The car has continued to leak oil and on several occasions this has caused smoke to emanate from the engine.*

CONT. (D)

This information is requested pursuant to the National Traffic Safety Act and is being furnished to the Department of Transportation for its use in the performance of its duties under the Act.

The information is being furnished to the Department of Transportation for its use in the performance of its duties under the Act.

The information is being furnished to the Department of Transportation for its use in the performance of its duties under the Act.



AUTO SAFETY HOT LINE

## VEHICLE OWNER'S QUESTIONNAIRE

National Highway Traffic Safety Administration

NATIONWIDE - 800-  
DC METRO AREA 386-01

FOR AGENCY USE ONLY

FD

305705

## OWNER INFORMATION (TYPE OR PRINT)

MODEL

TELEPHONE NO.

FORM

CHARLES

HOME ADDRESS

STREET

ZIP CODE

147 314 HARBOR DRIVE

MARYSV

CA

95701

SIGNATURE OF OWNER

JSA

DATE

3/28/88

## VEHICLE INFORMATION

VEHICLE IDENTIFICATION NO.

VEHICLE TYPE &amp; MAKE

MODEL YEAR

1J4CE1FWXGTA516004

JEEP

WAGONER

81

LOCATED AT BOTTOM OF WINDSHIELD OR DRIVER'S SIDE

CURR. ODOMETER

DATE

DEALER

CI &amp; ST TE

ENGINE SIZE

TURBO

READING

PURCHASED

NEW

USED

NO CYCLES

DIESEL

94481

NEW

USED

NO CYCLES

DIESEL

MANUAL

5 (Speed)

CRUISE CONTROL

POWER BRAKES

AIR CONDITIONED

BODY STYLE

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CRUISE CONTROL

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AIR CONDITIONED

BODY STYLE

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AIR CONDITIONED

BODY STYLE

MANUAL



LTV Missiles and Electronics Group

AM GENERAL DIVISION

RECEIVED

OV

33 MAY 13

7:48

1641

May 9, 1988

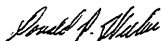
Mr. Michael B. Brownlee  
Director-Office of Defects Investigation  
Room #5326  
U.S. Department of Transportation-NHTSA  
400 Seventh Street S.W.  
Washington, D.C. 20590

Subject: Your investigation (Ref: NEF-123 rtr EA88-009) of Engine Compartment  
Fires in 1980 through 1985 AMC Vehicles Equipped with Non-Metallic  
Valve Covers

Dear Mr. Brownlee:

This letter serves as confirmation of the telephone approval by a member of your staff, of a two (2) week extension for AM Generals response to your subject reference letter received on April 15, 1988. This would move the submittal date from May 13, 1988 to May 27, 1988. We thank you for your kind consideration and the extension.

Sincerely yours,



Donald P. Weiher  
Director-Product Assurance

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LTV Missiles and Electronics Group



AM GEN      PGM

May 9, 1988

Michael B. Brownlee  
Director-Office of Defects Investigation  
Room #5326  
U.S. Department of Transportation-NHTSA  
400 Seventh Street S.W.  
Washington, D.C. 20590

Subject: Your investigation (Ref: NEF-23 rtr EA88-009) of Engine Compartment  
Fires in 1980 through 1985 AMC Vehicles Equipped with Non-Metallic  
Valve Covers

Dear Mr. Brownlee:

This letter serves as confirmation of the telephone approval by a member  
of your staff, of a two week extension for AM General's response to your  
subject reference letter received on April 15, 1988. This would move the  
submittal date from May 1, 1988 to May 17, 1988. We thank you for your kind  
consideration and the extension.

Sincerely yours,

Donald P. Wiher  
Director-Product Assurance

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MAY 17 1988

Mr. Donald Weiher  
LTV Missiles and Electronics Group  
AM General Division  
11900 Hubbard Drive  
P.O. Box 3330  
Livonia, MI 48151-3330

NEF-12rfh  
EA88-009

Dear Mr. Weiher:

This responds to your letter of May 9, 1988, requesting an extension of time to provide the information requested in our letter of April 12, 1988, pertaining to EA88-009.

Based on the information you have provided, your request for an extension to May 27, 1988, is granted. However, any available information should be sent as a partial submission as soon as possible.

Sincerely,

*Original*  
Michael B. Brownlee

Michael B. Brownlee, Director  
Office of Defects Investigation  
Enforcement

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LTV Missiles and Electronics Group



AM GENERAL DIVISION

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Mr. Michael B. Brownlee  
Director - Office of Defects  
Investigation Enforcement  
National Highway Traffic  
Safety Administration  
400 Seventh Street, S.W.  
Washington, D.C. 20590

May 27, 1988

Reference: NEF-123rtr EA88-009

Dear Mr. Brownlee,

This letter responds to your letter of April 12, 1988 requesting information about engine compartment fires on our FJ8C 1/2 Ton Delivery Van which utilized the AMC 258 CID 6-cylinder engine.

Information contained in our files pertaining to this subject has been copied in triplicate and is provided by the attachments herewith.

In accordance with your instructions, we have responded to your questions and have repeated each item verbatim before our responses.

Furnish the total number of the subject vehicles AM General has sold in the United States by model, weight rating, and model year.

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-- Total number of vehicles 5,645  
Model - FJ8C  
Weight rating - 1/2 Ton  
-- Model year - 1984

2. Furnish the number and copies of all owner complaints, field reports, service and technical bulletins, studies, analyses, surveys, or investigations from all sources, either received or authorized by AM General or of which AM General is aware, pertaining to the alleged defect. This should include any information pertaining to communications between AM General and AMC, Renault, Chrysler, or the U.S. Postal Service.

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There have been at least 95 recorded complaints made by the USPS pertaining to the alleged defect. The vehicles are identified by the USPS serial number and are listed on the attachments. Copies of all known field reports, service and technical bulletins, studies, analyses, surveys and investigation pertaining to the alleged defect have all been attached.

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Mr. Michael B. Brownlee

May 17, 1988

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3. Identify and describe all accidents, subrogation claims, or lawsuits known to AM General pertaining to the alleged defect (where AM General is or was a defendant or codefendant). Provide AM General's analysis of each item, clearly identifying the vehicle (model, model year and VIN) the vehicle owner, and any injuries or property damage which may have occurred.

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AM General is not aware of any accidents, subrogation claims, or lawsuits pertaining to the alleged defect on the subject vehicle.

4. Identify and describe all modifications or changes that could relate to the alleged defect in the subject vehicles. The following information must be included for each modification or change:
- a. the reason for the modification or change;
  - b. a description of the modification or change;
  - c. the approximate calendar date on which the modification or change was incorporated into production; and
  - d. state whether the modified or changed components could be interchanged with earlier production components.

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AM General issued three modifications or changes which could relate to the alleged defect in the FJ8C vehicle.

- I Steel Fuel Return Line Modification
- II Vacuum Harness Modification
- III Valve Rocker Cover Replacement

Each of these items is addressed separately.

I Steel Fuel Return Line Modification

- a. the reason for the modification or change;

The steel fuel return line modification was introduced as an interim improvement to minimize the extent of damage which could occur if an existing fire generated sufficient heat to melt the production plastic fuel return hose, thereby spewing raw fuel throughout the engine compartment.

- b. a description of the modification or change;

A steel tube replaced the plastic hose from the fuel filter to an area adjacent to the fuel pump.

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Mr. Michael B. Brown

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- c. the approximate calendar date on which the modification or change was incorporated into production;

Modification was introduced after completion of the production schedule. Part supplied by AMG to USPS in March-1986.

- d. state whether the modified or changed components could be interchanged with earlier production components.

Not applicable. No earlier production components existed.

## II Vacuum Harness Modification

- a. the reason for the modification or change;

The vacuum harness was modified to prevent it from being directed through areas of the engine compartment inherently subjected to elevated temperatures sufficient to cause autoignition of the hoses to occur. AM General Safety Campaign #87V-041 based on Safety Related Defect Determination.

- b. a description of the modification or change;

Various vacuum hose lengths were shortened and rerouted.

- c. the approximate calendar date on which the modification or change was incorporated into production;

This modification was also introduced after completion of the production schedule. USPS Mxd. Bulletin #VMO-05-87 issued April-1987.

- d. state whether the modified or changed components could be interchanged with earlier production components.

The production components are modified in accordance with the procedures described in the modification order.

## III Valve Rocker Cover Replacement

- a. the reason for the modification or change;

The service replacement valve rocker cover was provided to the USPS to eliminate rocker covers which leaked oil. This oil could collect in depressed areas of the cylinder head providing a potential contributor to engine component failure.

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Mr. Michael B. Brownlee  
May 27, 1988  
Page:

b. a description of the modification or change;

The production rocker cover is replaced with the different design replacement cover with minor alterations to the cylinder head.

c. the approximate calendar date or which the modification or change was incorporated into production;

The replacement rocker covers were installed after completion of the production schedule.

d. state whether the modified or changed components could be interchanged with earlier production components. USPS began field retrofit in November-1987 and is expected to complete in June-1988.

After replacement procedures have been properly conducted, original production parts cannot be effectively installed.

5. Furnish the number of warranty claims related to the alleged defect on the subject vehicles by model, model year, calendar month, and problem code. Each problem claim code must be identified.

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There have been 5 known warranty claims related to the alleged defect. All claims were made on the only model affected, namely the 1984 FJ8C 1/2 ton delivery van. The vehicles affected are identified by their respective USPS serial numbers as follows: 3290803; 3290818; 3292703; 3293757 and 3294956.

6. Provide the name, address, and telephone number of any and all fleets, companies, private individuals, etc. of which AM General is aware, which purchased, leased, obtained, etc. 20 or more of the subject vehicles. For each concern, furnish the number of vehicles broken down by model, weight rating, and model year.

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United States Postal Service  
Office of Fleet Management  
L'Enfant Plaza  
Washington, D.C. 20260  
Attn: Mr. Paul Rosenak  
(202) 268-3576

The vehicle information is the same as described under Item 1.

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Mr. Michael B. Brown  
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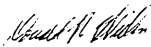
7. Furnish AM General's assessment of the alleged defect in the subject vehicles.

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For the record; In spite of the AM General supplied USPS installed metal fuel line change, AMG Vacuum Hoses Safety Related Defect Campaign #87V-041 and the USPS purchased and installed valve cover gasket kit (which Chrysler has agreed to reimburse them for in full) AM General has not reached any definitive conclusion as to the origin of the engine compartment fires. As evidenced by our early modifications, our initial actions were directed toward minimizing the extent of damage incurred by the vehicle after a fire had already begun. Most evidence is generally destroyed by the fire and determining the origin is extremely difficult. However, AM General is hopeful that these changes, will in time prove, that we have either eliminated or significantly reduced these occurrences or that the ultimate source of these fires is determined and a final resolution is accomplished.

If we can be of any further service, please advise.

Sincerely yours,

  
Donald P. Weiher  
Director, Product Assurance

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FJ8C ENGINE COMPARTMENT FIRES  
BY VEHICLE SERIAL NO.  
IN CHRONOLOGICAL ORDER OF INCIDENT

BOOK 1

<u>DATE</u>	<u>FROM</u>	<u>TO</u>	<u>SUBJECT</u>
6/25/84	M. Davis	F. Masten	Shorted Out Harness causing damage to parts of emission control units
7/18/84	D. Pontek	L. Miller	FJ-8C Engine Fire S/N 3294828, Haywood, CA Ret. Pts. Rpt. #84-27
7/24/84	F. Masten	D. Caldwell	Vehicle Fire FJ-8C S/N 3294828, Haywood, CA
8/17/84	D. Pontek	R. Johnson S/N 3290251	FJ-8C Vehicle Fire, Birmingham, Alabama Photos
8/22/84	G. derPilibosian	R. Johnson	FJ-8C Engine Fire S/N 3290270 Portland, Maine
8/31/84	G. derPilibosian		Notes regarding call to Dave Warren
9/18/84	G. derPilibosian		Notes regarding call to F. Masten on S/N 3290754, Seattle, WA
9/28/84	A. Majurus	G. derPilibosian	Activity Report S/N 3290754-Engine Fires
3/29/85	C. M.	G. derPilibosian	Notes regarding 1/2 Ton S/N 3293757 Columbia, MD - includes photos
4/09/85	N. Wiltse	G. derPilibosian	Activity Report S/N 3290754- Under the hood fire
4/12/85	G. derPilibosian	R. Johnson	Trip Report, Columbia, MD FJ8C Engine Compartment Fire (4/9/85) and Merrifield, VA, 805L/5M Brake Testing (4/20/85)

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FJ8C ENGINE COMPARTMENT FIRES  
BY VEHICLE SERIAL NO.  
IN CHRONOLOGICAL ORDER OF INCIDENT

BOOK 1

<u>DATE</u>	<u>FROM</u>	<u>TO</u>	<u>SUBJECT</u>
5/15/85	N. Wiltse	G. derPilibosian	Field Deficiency Report S/N 3292703, Anchorage, AL - Under hood fire.
9/03/85	B. Brand	G. derPilibosian	Activity Report S/N 3291816 Bellmawr. NJ
6/26/85	G. derPilibosian		Notes regarding Engine Compartment Fire on S/N 3292955
6/28/85	N. Wiltse	G. derPilibosian	Activity Re ort S/N 3292955 Cleveland, OH Under the Hood Fire
7/15/85	A. Majerus	G. derPilibosian	Activity Report S/N 3293526 Dayton, OH
7/15/85	B. Brand	G. derPilibosian	Activity Report S/N 3291818 Pittsburgh, PA
10/07/85	P. Rosenak	G. derPilibosian	Field Deficiency Report S/N 3291504 Hartford, CT Under hood fire Includes Photos
10/14/85	G. derPilibosian		Notes regarding call to Lippmann Motors - Wiring harness
10/25/85	G. derPilibosian	R. Johnson	Trip Report, Hartford, CT FJ8C Engine Cmp. Fire Includes Photos